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THE HONGKONG DISPENSARY.

Hongkong, 5th January, 1897. 22.

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The Daily Press.

HONGKONG, MARCH 31st, 1897.

Once more the Yellow River, that prolific
source of trouble to the inhabitants of the
provinces through which it winds its sinuous
way, has broken its banks and overflowed the
surrounding country. It seems that the
great stream has burst its eastern bank be-
low Tsinmu, the capital of Shantung, and
Chung Chui and Chui-chen are inundated. The latter is an exceptionally populous
and busy place, being the seat of the
silk trade, and it is expected that serious
loss will result from the over-
flow. Just as in other matters, the
Chinese will not learn by their experience of this treacherous river. The
Central Government, however, has sent
sums in patching the banks, which are
raised above the level of the surrounding
country, only to have to repeat the work
from year to year; but they will not think
of considering a scheme for a permanent
remedy for the evil. The Yellow River
has on several occasions made new
channel for itself, after causing most
frightful havoc and devastation, but no
attempt has been made to regulate its
course or to render it navigable from the
sea. Instead of being a great highway for
commerce like its sister stream the Yang-
tze, the Yellow River loses itself into the
sea by a number of insignificant channels.
Engineering science could, we believe,
rectify this evil, by cutting a new and easily
navigable entrance to the sea for its waters.
The work would of course be a costly one,
but the benefits it would confer on the people
of North China would amply repay the cost,
which under an enlightened administration
could be spread over a long term of years.
Such a work ought not to prove too stupen-
dous a task for the people who built the
Great Wall of China, and any work
beyond patching, repair, or cheap renewal
is not to be had for from an adminis-
tration whose main object is personal
enrichment from the public treasury.

AMONGST Chinese cities Canton bears the
most evil reputation for the insulting be-
haviour of the lower orders towards females
who dare to walk abroad. Elsewhere in
China, and even in towns and villages not
very far from Canton, it is possible for a
female to pass through the streets without
incurring any very serious risk of annoyances,
but in Canton the conduct of the crowd
is such that women of the better
class seldom or never venture out except
in closed chairs. But bad as is the
state of things in this respect at Canton the Chinese say that in this British
colony of Hongkong it is still worse.

Whether this comparison is fully justified
by the facts we cannot say, but certainly
the treatment to which women are exposed
in the streets of this colony is abominable.
Instances of it must, we think, have come
under the observation of most residents.
Nothing could be done to stop the behaviour
complained of? We have heard it suggested
that a proclamation by the Registrar-General
backed up by a little energetic action on the
part of the police and district watchmen
would go a long way to modify the evil, if
not practically to eradicate it. A few pro-
secutions at the Police Court, coupled with
the Registrar-General's proclamation would
make the Chinese public understand that
women are not to be insulted with
impunity and they would modify their
conduct accordingly, so that a Chinese lady
would be able to appear in the streets
with almost as little risk of insult as
European ladies. The latter are by no
means exempt, but the insults being expressed
in a language they do not understand pass
for the most part unnoticed. It is, however,
chiefly as regards Chinese females that the
coines amuse themselves by indulging in
the filthy observations to which their
language so readily lends itself, and when a
safe opportunity offers they carry the
annoyance further by trying to damage their
victims' clothes. We commend the hint
to the attention of the Registrar-General and
the Captain Superintendent of Police.

The steamer *Fathua* left Singapore on
the 31st instant and is due here on or about
the 6th April.

The Hupan cotton mill at Hanyang is
reported to have made a profit of fifty thousand
taels last year.

The Band of the U.S. flagship *Olympic* will
play at the Hongkong Hotel this evening during
dinner.

At the Police Court yesterday a lodging
house runner was fined \$10 for prematurity
boarding the steamer *Biengao*.

The P. & O. steamer *Mysore* left Singapore
with an outward East India mail at 5 p.m. on
the 29th instant, and may be expected here
about 4 p.m. on the 3rd prox.

The trouble among the Sikh Police at Shang-
hai has been settled by the dismissal of some
twenty of them and the return to duty of the
remainder.

The French mail steamer *Melbourne*, from
Shanghai, has apparently been delayed by fog,
as she had not arrived up to the time of our
going to press last night.

The Hongkong correspondent of the *N. C. Daily News* learns that Mr. Fraser, Acting
British Consul at Canton, will be appointed
Captain at Wuchow on the West River.

We (*N. C. Daily News*) learn that the
Governor of Chekiang has cheerfully con-
ceded all Sir Nicholas Haenlein's demands, except
one of the most difficult, that Hongkong be now settled.

News has been received by wire at Shanghai
of the death at home of Mr. F. G. White, a
very old and popular resident of Shantung for
many years with the firm of Gibb, Livingston &
Co. He died on the 10th March.

The ship *Cambrian King*, which cleared from
New York for Shanghai on the 26th February,
has put into Norfolk, Va., in distress, having
jettisoned part of her cargo. She will pre-
sumably be detained there a considerable time.

Mr. H. B. Lethbridge, Superintendent of
Victor Coal, was a passenger by the N. D. L.
steamer *Sachsen* yesterday, for England, on
leave. Hon. F. H. May, Captain Superintendent
of Felicco, will act for Mr. Lethbridge dur-
ing the latter's absence in addition to discharging
the duties of his own office.

A London telegram published by the Japan
Times states that Mr. Mackay, Consul at
Singapore, applied the 25th January for a
loan for his record reg. Unless some
such change has been made, of which Rauter
has not notified us, the date above given must
be a mistake, the date originally fixed being
the 22nd June.

Messrs. Bush Brothers in their circular
dated Newchow, 24th February, say:—From
the past experience of the company, and
the great difficulty of getting a loan, it
will be gathered that 1896 far exceeded
any previous year, as the total value of imports
and exports amounted to Tls. 22,000,000, the
average value during the past ten years being
Tls. 17,000,000.

Yesterday afternoon a lot of land at No. 8
Police Station, with the outbuildings and buildings
thereon, was sold by auction for £1,000, and the land
contains 4,047 square feet. The annual rental
is £160 and the repeat price was £3,150. There
were two bidders and the price rose to £4,200,
for which sum the lot was knocked down to
Mr. Fung Wo Chuen.

The Band of the West Yorkshire Regiment
will play the following programme at the
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for a moment that the Austrian Lloyds, or the Messagaries, or the Norddeutsche Lloyd, or the Nippon Yusen Kaisha would be unwilling to contribute their quota in acknowledgement of the hospitality they enjoy. Of the fairness of a tax designed to meet the cost of lights, water, police, and other provisions for the benefit of shipping, there can, we conceive, be hardly any doubt; but the point is, it is as fair as it is to make the occupiers of Hongkong police and street lighting—duty, which a landlord is not usually expected to provide. There is room for objection to the title Light-Dues, and there is room for objection, on principle, to charging such a tax in general revenue. But that principle would be safeguarded by providing that the proceeds shall be applied to the lighting and harbour expenditure, and that income and outlay shall be isolated in a separate account.

The question appears, subject to such reservations, to be purely one of expediency. The rise of Hongkong is unquestionably due, in great measure, to its having been a free port in the past; and the shipping interests would be right in protesting that its welfare will be prejudiced, even by departing from the maxim Sir Henry Pottinger laid down. Still the unofficial members of Council are in a different view; for they are as much interested in the port as Hongkong as anybody else, and it is little remarkable that the operation comes entirely from shipping firms. We sympathise cordially with the feeling that would resent any encroachment on the position of Hongkong as a free port. As a free port it was created, and as a free port it has grown. Any attempt to vary that policy seriously would tell for the shipping. But it is so logical that it appears—if open to question for the benefit of the interests that pay it—that a general call for the display of the dinner signal, Hongkong, as a great commercial emporium and an outpost of British naval power, is in a very different position from the Hongkong of 1842. If ships call there it is, presumably, because they find it pay; and it seems hardly likely that they will be deterred by a tax of £10 a ton on each ton of tonnage on \$100, according to size. The tax, we repeat, has not been tried now for six years, and no immediate result ensued. A tax that has proved innocuous under the title of Light-Dues can scarcely be made prejudicial by a change of name. It can, in any case, be promptly abandoned if the event prove that it does ships that would otherwise call—London and China Express.

SHIPPING REPORTS.

The British steamer *Sister*, from Saigon 24th March, had light E. and N.E. winds from port to port.

The British steamer *Olympia*, from Tsingtao 26th Feb., and Yokohama, 24th Mar., had thick foggy weather.

The British steamer *Nemesis*, from Swatow 28th March, had dense fog up 3 p.m., cleared up off Gupchi Point; light S.E. winds and haze.

The British steamer *Sister*, from Koli-chuan 23rd March, had fresh S.E. and N.E. winds to Paduan; thence to port light N.E. to E. while at anchor.

The British steamer *Lotus*, from Chefoo 23rd March, had moderate to strong winds and heavy E.S.E. swell to North Sadies; then to port dense foggy weather.

The German steamer *Sachsen*, from Shanghai 26th March, had foggy weather all the way. On the 28th off Brother Island, at 2 p.m., passed an American man-of-war.

The German steamer *Leopold*, from Shanghai 21st March, had foggy weather all the way down, but at 2 p.m. on the 28th off dense fog near Wuchow light two days and three nights.

The British steamer *Hawthorn*, from Singapore 21st March, had moderate N.E. and E. winds and occasional showers of rain to 30 miles south of Cap Rock; thence to port dense fog.

The British steamer *Pauline*, from Saigon 25th March, had light steady N.E. winds and moderate sea to Paduan; thence to port S.E. and E. winds with smooth water to Cap Rock; then to port light fog and foggy weather throughout.

The British steamer *Leopold*, from Saigon 25th March, had moderate N.E. winds and moderate sea to Paduan; thence to port S.E. and E. winds with smooth water to Cap Rock; then to port light fog and foggy weather throughout.

The British steamer *Leopold*, from Saigon 25th March, had light steady N.E. winds and moderate sea to Paduan; thence to port S.E. and E. winds with smooth water to Cap Rock; then to port light fog and foggy weather throughout.

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INTIMATIONS.

IRON & PERUVIAN BARK BISLERI

(FERRER CHINA BISLERI)

A LIQUOR composed of Vegetable Ingredients. Prevents Indigestion and strongly recommended for its basis. Recommended by Medical Authorities.

It may be taken by itself or with Pure or Mineral or Soda Water.

FERNET BRANCA

A LIQUOR composed of Vegetable Ingredients. Prevents Indigestion and strongly recommended for its basis. Recommended by Medical Authorities.

It may be taken by itself or with Pure or Mineral or Soda Water, and with Coffee or Wine.

SOLE AGENTS

U. NEVEGNA & CO., No. 23, STANLEY STREET, Hongkong.

35-31

HONGKONG W. ROBINSON & CO.

150 PIANOS FOR

HIRE OR MONTHLY PAYMENTS.

TUNING BY

EXPERIENCED MEN ONLY.

SECOND HAND

PIANOS CHEAP.

CANTON INSURANCE OFFICE, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1896.

CONTRIBUTORS to the above Office are requested to furnish the Undersigned with a LIST of the CONTRIBUTIONS for the year 1896.

For the year 1896, the Undersigned, in order that the DISTRIBUTION of BONUS may be arranged. Returns not rendered prior to the 31st day of March instant will be adjusted by the Office, and no claims or alterations will be subsequently submitted.

JAEDINE, MATHESON & CO., General Agents.

CANTON INSURANCE OFFICE, LTD., Hongkong, 1st March, 1897.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed

That at the Annual General Meeting held in London recently a sum DIVIDEND of 3 per cent. was declared on the Company's PREFERENCE SHARES, for the six months ending 31st December, 1896, making 6 per cent. in all. A DIVIDEND of 6 per cent. for the same period is also declared on the Company's ORDINARY SHARES.

DIVIDEND WARRANTS will be issued on the 31st instant.

Hongkong, 29th March, 1897.

1897. 1897. 1897.

NOW READY.

MAIL TABLES.

THE CHARTERED BANK OF INDIA

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID UP.....\$20,000,000

RESERVE FUND.....\$1,000,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.

On Fixed Deposits for 12 months.....4%

" 6 "3%

" 3 "2%

J. THUREAU, Manager, Hongkong.

Hongkong, 15th February, 1897.

1897. 1897. 1897.

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID UP.....\$20,000,000

RESERVE FUND.....\$1,000,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.

On Fixed Deposits for 12 months.....4%

" 6 "3%

" 3 "2%

T. H. WHITEHEAD, Manager, Hongkong.

Hongkong, 16th September, 1897.

1897. 1897. 1897.

THE CHARTERED BANK OF INDIA

CHINA AND JAPAN.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID UP.....\$20,000,000

NOTICE TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"ASLOUN."

Captain O. Bowditch, having arrived from the above port, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 31st inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 30th inst. at 2.30 P.M.

No fire insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.

Agents.

Hongkong, 25th March, 1897. [708]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"HERTHA."

Captain Hildebrand, having arrived from the above port, Consignees of cargo are hereby requested to send in their bills of lading for counter-signature by the undersigned and to take immediate delivery of their goods from alongside.

General cargo will be forwarded unless notice to the contrary be given before 3 P.M. to-day.

All cargo impeding his discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 2nd April will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 1st April at 3 P.M.

No fire insurance has been effected.

SIEMSEN & CO.

Agents.

Hongkong, 26th March, 1897. [703]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIG,"

FROM LEITH, LONDON, AND

SINGAPORE.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns, whence or from the wharves delivery may be effected.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 1st April will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 3rd April, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 31st inst. at 3 P.M.

No fire insurance has been effected.

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 26th March, 1897. [701]

FROM SEATTLE, YOKOHAMA, AND KORE.

THE Company's Steamship

"WAKANOURA MARU."

Having arrived from above ports, Consignees of cargo are requested to take IMMEDIATE delivery of their goods ex ship or from alongside. Any cargo impeding the discharge of the vessel will be landed and stored at consignee's risk and expense.

Bills of Lading will be countersigned by

NIPPON YUSEN KAISHA.

Hongkong, 30th March, 1897. [703]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"KINTUCK."

Having arrived from the above ports, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent in to the office of the undersigned before NOON on the 3rd April, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 3rd April.

No fire insurance has been effected, and any goods remaining in the Godowns after the 4th April will be subject to rent.

Bills of Lading will be countersigned by

HOLIDAY, WISE & CO.

Agents.

Hongkong, 26th March, 1897. [705]

STEAMSHIP "YANGTSE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of cargo from London or Cambridge and from Godown ex "YANGTSE" in connection with above steamer are hereby informed that their goods with the exception of Arms, Treasures, and Valuables, are being landed and stored, and at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded on unless intimation is received from the Consignees before 10 a.m. to-day, requesting it to be landed here.

Bills of Lading will be countersigned by

G. DE CHAMPEAUX.

Agent.

Hongkong, 26th March, 1897. [702]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATEROLUS."

Captain Dickens, will be despatched at above TO-DAY, the 31st inst. at 2 P.M.

For freight, apply to

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 31st March, 1897. [704]

INDEO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"CHELYDRA."

Captain Cass, will be despatched at above TO-DAY, the 31st inst. at 3 P.M.

For freight, apply to

JARDINE, MATTHESON & CO.

General Managers.

Hongkong, 26th March, 1897. [704]

FOR SAN FRANCISCO.

THE American Bark

"COLOMA."

Noyes, Master, will load here for the above port and will have quick despatch.

For freight, apply to

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 11th February, 1897. [46]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, BOMBAY, ADEN,

EGYPT, MARSEILLES, MEDITER-

RANEAN AND BLACK SEA

PORTS.

LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVER-

PLATE.

ON WEDNESDAY, the 31st inst.

AT NOON, the Company's Steamer

"MELBOURNE," Captain D'Ingham, with

Master, Passengers, Specie, and cargo, will leave this port for MARSEILLES via

BOMBAY.

This steamer connects at COLOMBO with the S.S. "AUSTRALIAN," which vessel takes

on her passengers and mails, leaving that port

on the 11th April direct to Suez, Port Said, and Marseilles.

Cargo and Specie will be registered for London via Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon,

and parcels until 4 P.M.

LONDON VIA SUEZ CANAL.

LONDON & ANTWERP, ETC.

LONDON & PORTSMOUTH, ETC.